

DATE DISTR. 1 May 1951 50X1

NO. OF PAGES 3

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO. 50X1-HUM

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. Repairs on Soviet destroyer Z-4 were still in progress. However, the extent of work to be done cannot be stated as access to the destroyer is barred to all but persons with special permits. The name Svirsky (Сви́рский) was read on a brass plate on a bollard aboard destroyer [ ] had left harbor for trial runs from 13 October to 26 October 1950 and after repairs to feed-water pipes put out again. [ ] 50X1-HUM  
[ ] the destroyer attained a maximum speed of 30.5 knots. 50X1-HUM  
The destroyer moored in the roadstead of Swinemünde during the trial period. [ ] 50X1-HUM
2. In November 1950 six mine sweepers of the fleet were lying in the shipyard [ ] 50X1-HUM  
[ ] No work had been done on the vessel 50X1-HUM  
and it was not known whether any repair work would be necessary. [ ] 50X1-HUM  
arrived in the shipyard on 20 November 1950. [ ]
3. Soviet icebreaker Pogovich, which is under repair in the shipyard, arrived in Rostock in mid-August 1950. Formerly named Misvogel, the icebreaker was built in Denmark in 1942 and sunk in 1947, presumably by striking a mine. In 1949 the Soviets raised her and towed her to the shipyard in Reval and later to Koenigsberg. In August 1950 she was transferred to Rostock, to be fitted with new bulkheads and to have her engines overhauled. The date of completion of this work is not known. [ ] 50X1-HUM
4. Vessels in the shipyard for repairs or overhauling include tankers Olonka and Aurust, which will get new boiler plants by 15 December 1950; a ship called Narev which entered the shipyard between 18 and 20 October 1950, but was not yet under repair; the Smolny which, except for her funnel, is not yet completed, and which failed to meet the original date of departure in October 1950; the Karelia which was docked in in October 1950; Soviet salvage vessel Podlent which entered the shipyard on 3 November 1950; the Desna which was completed and due to leave for trials on 24 November 1950; another tanker of an unidentified name which was in the dock of the shipyard; Soviet sea-going tugs [ ] which were fitted with new 300 HP, 6 cylinder Russian-made Diesel engines, and auxiliary boilers; two boats of the German Sea Police, [ ] which were under repair and were not manned but were closely guarded. (H) 50X1-HUM  
50X1-HUM

CLASSIFICATION: ~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

STATE	NAVY	#	NSRB	DISTRIBUTION
ARMY	AIR	#	FB	

Document No. 11  
No Change in Class  
☐ Declassified  
Class. Changed To: S  
Auth.: HR 70-2

50X1

~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY~~CONFIDENTIAL~~  
CENTRAL INTELLIGENCE AGENCY

50X1

5. Motor vessel August, 1,200 tons, and motor vessel Olonka, about 1,000 tons, are undergoing repairs under supervision of the Germanischer Lloyd on orders of the Soviet Navy. They will not get classification certificates. Freighter Smolny, 2,500 tons, will also be repaired for the Soviet Navy but will be accepted by Lloyd's Company. Steamer Irkutsk was repaired. She is a 1,200-ton vessel, built in Great Britain in about 1900 and has a British-made triple expansion engine. She made her trial run on 29 September 1950, and on 13 October 1950 left harbor with a Soviet naval crew who wore insignia of the Baltic Fleet [redacted]

50X1-HUM

50X1-HUM

50X1-HUM

6. Drifter [redacted] left harbor for her trials on 26 October 1950. Drifter [redacted] was said to be ready for her trial run on 2 November 1950. Drifters [redacted] were taken over by Soviet naval crews on 14 October 1950 and allegedly left for Vladivostok via the Mediterranean and Suez Canal. German employees of the shipyard said that the vessels were destined for Korea. Sixty drifters for the Neptun Shipyard and two special drifters, termed Kruplov Drifters, were under construction. [redacted] Their forward arrangement was redesigned at the expense of part of the forward fish hold, with three cabins for a crew of 14 replaced by crew's space accommodating 28 men. Drifter [redacted] will allegedly leave for trials on 3 November 1950. These Kruplov drifters were also said to go to Vladivostok. They as well as the seiners will get certificate A-100 of the Germanischer Lloyd and will be built under Soviet supervision. It could not be determined whether additional drifters of this type will be built.

50X1-HUM

50X1-HUM

7. General Manager of the shipyard is Captain Booshooyev (sic) of the Soviet Navy. Chief engineer is Zutash (fnu), a Russian civilian. Chief supervisor is Dupluresh (fnu). Another member of the management of the shipyard is Senior Commander Kruplov (fnu), who is believed to have designed the Kruplov drifters.

8. On 12 October 1950 all drifters in the shipyard had to shift berths as the Soviet diving tender Plastyr searched for experimental torpedoes which were said to have been there since 1945. The diving tender left Rostock on 16 October 1950. At 1 p.m. on 14 October the personnel had to evacuate the shipyard, which was barred to all persons until 16 October 1950, allegedly in an effort to prevent sabotage touched off by the elections in the Soviet Zone of Germany on 15 October 1950. Therefore it was not possible to determine whether torpedoes were recovered.

[redacted] Comments.

50X1-HUM

(4) August was built in the Germania Shipyard in Kiel in 1936. Her tonnage is 400 GRT. The Olonka [redacted]

50X1-HUM

[redacted] is presumably a salvage vessel of the Soviet Navy. [redacted] the Smolny is a former British merchant vessel which was built in 1907 and which had a speed of 10 knots. It cannot be determined whether this is correct. Naval Lists for 1949/50 mention a submarine tender Smolny, built in 1929, 4,800 tons, length 101 meters, beam 13.8 meters, draft 3.8 meters, and German records register a

50X1-HUM

~~SECRET~~/CONTROL/US OFFICIALS ONLY~~CONFIDENTIAL~~

**CONFIDENTIAL**  
SECRET/CONTROL - U.S. OFFICIALS ONLY  
CENTRAL INTELLIGENCE AGENCY  
-3-

50X1

Soviet submarine tender Smolny, 3,200 tons, built in 1907, length 97 meters, beam 21.4 meters, and draft 5.6 meters. The Karelia was taken to the Neptun Shipyard for drydocking while repairs were made in the Warnow Werft in Warnemuende. She is probably the 830-GRT merchant vessel that was built in the Marti Shipyard in Leningrad in 1930. Lloyd's Register of Shipping **lists** Arkhangelsk as her port of registry. The Desna is not the Soviet merchant vessel of the same name, and was [ ] a former German fleet minesweeper from World War I. She may also be one of the former German gunnery training ships Fuchs or Delphin which were employed as motor-minesweeper tenders during the war and which were delivered to the U.S.S.R. after the German surrender. Feolent is a salvage vessel of the Soviet Navy and served in raising the Hansa. It was not possible to state definitely that the vessel put in at the Neptun Shipyard for repairs [ ]

50X1-HUM

50X1-HUM

**CONFIDENTIAL**  
SECRET/CONTROL/US OFFICIALS ONLY